Delay in commissioning Raytheon Radar at Delhi

2498. SHRI V.N. GADGIL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether commissioning of Raytheon Radar at Delhi and Mumbai Airports is delayed by about two years primarily because the ATCS want steep hike in their allowances;

(b) whether the mid-air collision of Saudi Arabian and Kazakh air-craft on November, 12, 1996 could have been avoided if the Raytheon radar had been commissioned at that time; and

(c) what steps Government have taken to remove the defects in the existing Radars?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) No, Sir. The delay in commissioning of the system was mainly due to—

(i) procedural delays in the acquisition of land for installation of Navigational aids in far flung areas.

(ii) Delay due to prolonged heavy monsoon in Mumbai during 1993-94.

(iii) Breakdown of components during installation and testing of the items. As a result, the items had to be sent abroad for repairs/replacement.

(iv) modifications had to be carried out to meet the specifications stipulated by AAI, which took more than a year. The System at Delhi has been taken over in March 1998 after carrying out satisfactorily the site acceptance test on the equipment. The training of Air Traffic Controllers and the maintenance engineers have been completed and this system is likely to be commissioned by first week of January 1999.

(b) No, Sir. The Lahoti Court of Enquiry has submitted its report and concluded that mid-air collision occurred due to human error. The pilot of Kazakhistan Aircraft KZA-1907 did not follow ATC instructions.

(c) The existing radars are working satisfactorily. These are now being replaced by new State of the Art primary radars co-located with secondary surveillance radars.

Downgradation of Delhi and Mumbai Airports

2499. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the International Civil Aviation Organisation and International Federation of Airline Pilot's Association have recommended downgrading of the Delhi and Mumbai airports;

(b) if so, the reasons therefor; and

(c) what is the reaction of Government with regard thereto?

THE MINISTER OF CIVIL AVAIATION (SHRI ANANTH KUMAR): (a) and (b) Only the International Federation of Airline Pilots' Association (IFALPA) has recommended for downgrading of Delhi and Mumbai airports due to their observations regarding certain inadequacies in the air traffic control systems.

(c) Airports Authority of India has been requested to take necessary remedial action in respect of the deficiencies pointed out by IFALPA.

Unemployed trained Pilots

2500. SHRI RAGHAVJI:
PROF. VIJAY KUMAR MALHOTRA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of trained pilots who are unemployed;

(b) whether it is a fact that some domestic airlines/airways have employed Non-Indians as their pilots;

(c) if so, what are the reasons thereof;

(d) what are the differences in the emoluments and perks of these two categories of pilots; and

(e) what action is proposed to tackle unemployment of trained pilots?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Information on unemployed pilots is not maintained.

(b) and (c) In accordance with the existing guidelines, a domestic air transport operator is permitted to employed foreign pilots/engineers till he is able to train his own manpower. This is, however, permitted for such period and terms as may be required essentially. While foreign commanders are permitted to operate the flights to the extent required, foreign co-pilots are not permitted. Some non-scheduled operators have been allowed to employed non-Indian as pilots.

(d) At present, the existing scheduled domestic airlines, viz. Indian Airlines, Alliance Air, Archana Airways, Jet Airways and Sahara India Airlines are not utilising the services of foreign pilots.

(e) (i) DGCA monitors the replacement programme of operators for using Indian pilots as Commanders instead of non-Indian pilots. (ii) Permission is being given liberally to scheduled/non-scheduled operators to induct more aircraft including small aircraft so that increased employment is available for trained pilots.

Amount expended on Pilot training

2501. SHRI R.N. ARYA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that several youths are wandering for pilot's job after completing the entire training like CPL etc.;

(b) if so, the details of their numbers categorically as general and SC candidates;

(c) whether Government have any plan for these pilots to have assured early job or continuity of maintaining flight skill; and

(d) what amount is required to prepare a pilot in training and relaxations for SCs in this regard?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) The Directorate General of Civil Aviaiton (Dte. DCA) does not maintain statistics of unemployed pilots, including those belonging to Scheduled Caste category.

(c) Pilots are employed by Airlines and other Operators. When not gainfully employed, licence holders are allowed subsidised flying experience so as to enable them to keep their licence current.

(d) The total cost of flying training upto 250 hours on Cessna tpye of aircraft comes to Rs. 3,17,000/- approximately. The Dte. GCA provides free flying training of 60 hours each to 40 Scheduled Castes/Scheduled Tribes candidates every year.

Installation of Modern Air Traffic Control System at Delhi Airport

2502. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Modern Air Traffic Control System has become operational at the Delhi Airport;

(b) if so, what is the cost involved; and

(c) whether such system will be provided at other airports in the country and if so, the names of the airports?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) The System was made operational on a trial basis at Delhi airport recently and is likely to be commissioned in the first week of January, 1999.

(b) Rs. 211 crores.